

MANY DEPORTED BIG RIOT ON TRAVEL IN PERSIA

One-half of the total number of steerage passengers carried in the Pacific Mail intermediate liner Persia that called at Honolulu from the coast of Canada have been deported from the United States at the instance of the Federal immigration authorities. As a result of increased activity by a large corps of inspectors who have been operating along the Mexican-Canadian borders and also in the larger cities on the Pacific slope, many Chinese, who are alleged to have been illegally within the boundaries of the United States, have been rounded up, pending a further investigation of the matter.

Before the Persia was dispatched from the California port, 64 Chinese were placed aboard that vessel as deportees and the responsibility of the steamship company will not cease, it is said, until the vessel reaches the first port of call on the China coast. The total Asiatic steerage list in the Persia numbers 125, of which 21 are Japanese and 8 East Indians, the remainder being Chinese.

Ten cabin passengers will be left behind at Honolulu with the sailing of the vessel for Japan and China at 5 o'clock this evening. The thorough list of cabin passengers numbers 20, while five are traveling second class.

The Persia was set back just 24 hours because of unfavorable weather, state her officers. Captain J. Hill, veteran navigator that he is, and who has faced many a serious squall or typhoon in Asiatic waters, found that the Persia was up against a pretty stiff proposition in holding its own on the voyage from San Francisco to Honolulu. The vessel plunged and rolled to an extent that the fine New Year dinner given on board was attended by less than a dozen passengers.

The Persia is said to have sailed a little in advance of the Oceanic liner Sierra. The latter vessel passed the Persia the following day.

Captain Hill reports one of the roughest passages in many months. The Persia brought two sacks of mail, the bulk of the big accumulation having been transferred to the Sierra.

While at the port, the Persia will take on 700 tons of coal. The vessel was berthed at Pier 6 upon arrival shortly before 8 o'clock this morning.

Gregory Lands Good Birth

H. M. Gregory, who for years has passed through Honolulu as an official with the Pacific Mail Company, has succeeded to the office of purser in the liner Persia. Gregory is rated as exceedingly popular with the traveling public. He took over the duties vacated by J. Charman, who it is said may later be transferred to the liner Sierra. If Charman goes to the latter vessel, he will take the place of Harry Jerome, a veteran in the Pacific Mail Company.

PASSENGERS ARRIVED

Per P. M. S. S. Persia, from San Francisco, Jan. 7.—For Honolulu: Mrs. W. K. Fellows, W. K. Fellows, Mrs. G. C. Penhagen and infant, K. S. Lee, Mrs. K. S. Lee, B. W. Schreyer, Mrs. R. W. Schreyer, Miss M. Robertson, Mrs. Julia Robertson. For Japan, ports: Mrs. P. Yungling and infant, W. S. Taylor, Miss M. C. Williams, Mrs. L. A. Hayden, For Manila: G. C. Penhagen, Miss Rickie Heise, Mrs. O. M. Kelly, E. S. Lyons, Mrs. B. S. Lyons, Miss J. J. Lyons, Miss H. S. Lyons, Miss J. J. Lyons, Master S. E. Lyons, W. G. Morrison, Herman Pearl, B. M. Savage, Mrs. E. M. Savage.

PASSENGERS DEPARTED

Per M. N. S. S. Honolulu for San Francisco—Mrs. W. E. Foster, and child, Dr. E. S. Goodhue, Miss D. Goodhue, Mrs. J. E. Hayes, Capt. Mayne, Mrs. M. Marston, J. M. Montgomery, F. W. Nahouse, Mrs. F. W. Nahouse, B. J. Newell, J. M. Pugsley, E. D. Tenney, F. C. Voeller, Mrs. F. C. Voeller and two children, H. F. Wuehrmann.

Flight of Melbourne Hopsless

The steamer Melbourne, which went on the rocks at Siargo Island, Philippines, some time ago, is rapidly pounding to pieces and the work of salvaging her is to be abandoned, according to a report received by the steamer Persia. For a time it appeared that the work of the salvaging crew would be successful, but recent rough weather started the vessel, pounding heavily and put an end to the efforts of the men and ships at the scene of the wreck.

A recent telegram was sent by Captain Bayley, who was in charge of the work at Siargo Island. Captain Bayley and his men and the apparatus used in trying to float the vessel are now on their way to Manila on the Baglan. It is stated that the contract let for the salvaging of the Melbourne amounted to 175,000 pesos.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Jan. 6	4:30	1:10	4:30	1:10	4:30	1:10	4:30	1:10
7	5:30	1:10	5:30	1:10	5:30	1:10	5:30	1:10
8	6:30	1:10	6:30	1:10	6:30	1:10	6:30	1:10
9	7:30	1:10	7:30	1:10	7:30	1:10	7:30	1:10
10	8:30	1:10	8:30	1:10	8:30	1:10	8:30	1:10
11	9:30	1:10	9:30	1:10	9:30	1:10	9:30	1:10

Full moon Jan. 11 at 6:35 p.m.

FIERCE STORMS MORE OFFICERS DELAY BIG LINERS ARE NEEDED FOR U.S. NAVAL DUTY

Chief of Bureau of Navigation
Says Full Navy Could
Not Be Manned

[By Latest Mail]

WASHINGTON, The number of officers now in the navy is not sufficient to man all of the fighting ships in the event of war with a foreign power, is the declaration made in the annual report of Rear Admiral Victor Blue, chief of the bureau of navigation. He urges that Congress enact legislation providing for a gradual redistribution of officers in the grades to obviate a condition that is growing worse.

Admiral Blue points out that there now are 1090 officers of the grades of Junior Lieutenant and Ensigns as compared with 750 officers above these grades and that at the present rate of promotion of forty each year, the Junior Ensigns reach the grade of Lieutenant at an age at which officers are now promoted to be Captain.

Admiral Blue says a circular letter is being sent to the principals of high schools to ascertain if the examination for admission to the naval academy is such as the ordinary high school student should be capable of passing. Members of Congress also are being aided in their selection of candidates by the naval medical officers who conduct unofficial examinations of boys bearing letters signed by the members.

In this way it is expected to detect physical defects before the regular academy examinations, affording opportunity for cure before the boy presents himself at Annapolis.

Recruiting for the navy last year was unsatisfactory until June, when there was an unprecedented list of applicants, owing to the approaching European visit of the Atlantic fleet. The enrollment of a naval reserve is strongly urged.

It is pointed out that the authorized peace strength of the navy of 51,500 men is far short of the number required to put in into active commission all of the naval vessels.

The main dependence of the navy must be upon the men who have honorably left the service after one or two enlistments. Many thousands of these men are now in civil life and should be enrolled in a National reserve and given a short period for drill upon shipboard at stated intervals.

There also should be included in the reserve, ex-officers of the navy, yachtsmen and officers and men of the merchant marine as well as those of seafaring occupations. The bureau has already established an office of National reserve, which has obtained pledges from 2000 men to enroll if an organization is provided by Congress.

Nine in Columbia River Grain Fleet.

Nine windjammers left Portland some weeks ago to transport nearly 1,200,000 bushels of grain to European markets. It is said to be the largest number of vessels chartered for the same purpose assembled at any port on the Pacific coast. The nine vessels are the Asgard, Clyde, Kassai, Crocodile, Langdale, Hithema, Tverurke, Thistlebank and Philadelphia. Among the other sailing vessels en route to Portland to loan grain for the United Kingdom are the Invernon, La Rochelle, Neomi and Bretagne.

Shippers do not look for any more sailing vessels to be chartered this season to assist in moving the surplus crop. Much of the grain which was prepared is going to California. Some of the steam schooners are reported to be carrying the cereal at 12½-50 cents below the rate quoted by the larger coasters. Another big portion of the surplus crop is being transported to the Far East by the regular liners and tramp steamers.

Minnesota Not Greatly Damaged.

Reports from the North Pacific coast are in effect that the Shriner excursion to the Philippines on the trans-Pacific liner Minnesota will not have to be postponed by reason of the steamer going aground on the sandbar in the Straits of Shimonoiki, in November. The steamer was hauled out into deep water without sustaining any damage. She sailed from Kobe in time to arrive in Seattle December 11.

Wireless from U. S. to Asia.

The first commercial message handed by wireless between America and Asia was recently transmitted from the United States army signal corps station at Nome, Alaska, to the Russian government station at Anadyr, Siberia. It was a Russian government message from St. Petersburg addressed to Commander Wilkitzky, discoverer of the large body of land in the Arctic.

Japanese Steamer Burned.

A fire broke out on board the Japanese steamer Nishin Maru laden with coal and general cargo, while lying in Chefoo harbor on October 17 which gutted the vessel before it could be extinguished. When the fire had burned itself out on the following morning an attempt was made to tow the bulk to a more protected anchorage but she foundered in the fairway while being towed.

HARBOR NOTES

Sixty cabin passengers departed for the coast yesterday in the Pacific Mail liner Sierra.

Mail dispatched for Australia in the Oceanic liner Ventura is reported to have arrived at Sydney on last Monday.

Sailing from Honolulu on November 29, the schooner Repeat is reported to have arrived at Willapa harbor yesterday.

Castle & Cooke, agents for the Matson Navigation steamer Lurline, received cables that this vessel has sailed from San Francisco for Honolulu.

The Kosmos Line freighter Karnak is not expected to sail for Vancouver before tomorrow afternoon. The vessel will take on a small amount of coal before proceeding to the coast.

At the rate that cargo is being hustled from the Oceanic liner Sierra, that vessel will not be delayed in departure for San Francisco. The Sierra is scheduled to depart for the coast at noon Saturday.

A big shipment of fuel oil is said to have left the coast yesterday in the American ship E. M. Phelps. The prediction is made that this vessel may be expected to make a good passage from Port San Luis.

New Steam Awakens Much Interest.

The big Danish motor ship Slam of the East Asiatic Steamship Company, the first of the funnelless vessels to steam to the Pacific, was expected to arrive at San Francisco from Europe about January 1. The Slam steamed from Antofagasta, December 15, and if the regular speed is maintained it ought to make the trip in 15 or 16 days. Intense interest in the arrival of the Slam is noted. The vessel has been talked about and discussed until every steamship man is anxious to inspect the new and novel craft. The Slam is bringing a full cargo of the usual merchandise handled by the East Asiatic Company.

Japanese Shipyard Boom.

The Mitsubishi Ship Building Yard at Nagasaki has been very active of late, owing to the increasing orders, and the number of workmen will be increased from 8,000 to 10,000 at the beginning of next month. The total tonnage for which orders have been received amounts to 165,000 tons, which is a record since the establishment of the company. Besides the Kishishima, which will be launched on the 1st prox., the company received orders for four vessels from the N. Y. K. of which two are 13,000 tons each and two 7,500 tons each, for one vessel of 10,000 tons from the Osaka Shosen Kaisha and for another battleship of 30,000 tons, the work on which will begin this month.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Wednesday, Jan. 7.
SAN FRANCISCO — Sailed, Jan. 6, 5:30 p.m., S. S. Lurline, for Honolulu.
SALINA CRUZ — Arrived, Jan. 6, S. S. Arizonan, from Hilo, Dec. 21.

S. S. PERSIA sails for Yokohama at 5 p.m. today.

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LOCAL AND GENERAL

The Kalili Improvement Club will hold its monthly meeting at the Kalili-waena school house this evening at 7:30.

Kapahulu Improvement Club will hold its monthly meeting on Sunday afternoon next at 3 o'clock at the house of G. Conrad, 3939 Campbell avenue, near Kapahulu road. Every resident of the district is invited to be present.

More than 600 persons were present in the Odd Fellows' hall last night to witness the public raising of the chiefs recently elected to Hawaiian Tribe No. 1. Improved Order of Redmen. Those installed were H. A. Parker, sachem; M. F. Peter, senior sagamore; H. E. A. Reuthing, junior sagamore; A. Schimmer, prophet; L. A. Perry, chief of records; Alva L. Eakin, keeper of wampum; M. E. Medeiros, collector of wampum.

Big Gain in Lumber Shipments.

During the month of November 33 vessels loaded at the mills in the lower Columbia river district and their combined cargoes amounted to 33,113,600 feet. Of these vessels 35, carrying 27,347,524 feet, went to domestic points, while three vessels with cargoes amounting to 5,739,076 feet of lumber sailed for foreign ports. During the same month 33 vessels, carrying 21,709,339 feet of lumber, loaded at up-river mills, making a total of 54,822,839 feet of lumber that was shipped by cargoes from the Columbia river last month.

Rejuvenation of a Relic.

The Pacific Coast Steamship Company's steamer City of Seattle, of the Alaska fleet, is now at the yard of the Seattle Construction & Drydock Company, having new boilers installed. These boilers are of the Scotch marine type, 13 feet diameter by 13 feet in 1.2 inches long, aggregating a total heating surface of 4280 square feet. Each boiler is equipped with three Morrison suspension furnaces. In addition to the installation of new boilers, the owners intend to have the entire superstructure from stem to stern reconstructed of steel. This contract will be awarded at an early date.

Marooned During Terrific Storm.

Nils Nordin of the United States coast and geodetic survey service was recently at Neah Bay, Wash., recovering from exposure, experienced on Carroll Island. In the Pacific, off the mouth of the Ozette river, where he was marooned during the terrific storm which swept the coast. A survey of the coast between Cape Flattery and Gray's Harbor is being made, and six weeks ago Nordin was placed on the island with three weeks' provisions to take signals. Then the storm came up and the survey steamer was driven off.

On the Tuesday before Thanksgiving Indians notified the marine observer on Tatoosh Island that they could see distress signals at night from Carroll Island, the revenue cutter Manning was sent to investigate. The Manning was unable to make a landing and returned to Neah bay for the life-saving crew.

Thanksgiving day Captain McAfee and his men were taken within half a mile of the island. They launched their surf boat, but the heavy seas forced them to turn back to keep from being dashed to pieces on the rocks. The life-saving crew, awaiting a hail in the gale, ran in close to the island and threw a line to Nordin, who jumped into the sea and was pulled aboard the lifeboat. For more than a week while he was on the island in the storm Nordin was without fire and had nothing to eat but coffee grounds.

Pirates Rob Ship.

A Dalren despatch reports that the Japanese steamer Shiko-kun Maru, 1,400 tons, belonging to Nakamura and Co. stranded on a reef near Yincow. After the crew reached the shore a number of pirates went on board and stole fittings and other valuables. Afterwards they set fire to her but the flames were extinguished after they had destroyed the upper deck. The Japanese warships Akitsushima, which was sent to the rescue, noticed a pirate ship making off.

Another Toll to Magellan Strait.

Another steamer is reported ashore in the Magellan strait, the vessel in this case being the Glasgow steamship River Clyde in ballast from Bahia Blanca for nitrate on the Chukon coast. The ship is stranded in Fortescue bay. Salvage crews have proceeded to the straits from Punta Arenas. The River Clyde, a vessel of 3915 tons, is insured for £41,400, and owned by Ormond, Cook, Ferguson & Co., Glasgow.

Voyage Pacific in Cockle-shell.

Capt. Mattias Johnston of Perth Amboy, N. J., has arrived at Havana, Cuba, piloting a boat, the George Washington, 28 feet long and 5 feet wide, and displacing only a quarter of a ton, in which he had made the voyage from Eastport, Me., whence he sailed August 3. Captain Johnston plans to go through the Panama canal and thence to San Francisco.

The boat was formerly a gig whale-boat of the cruiser Olympia, flagship of Admiral Dewey at the battle of Manila.

Japan-New Orleans Line.

Following an inspection of the New Orleans port facilities, H. Oata, superintendent and general manager of the Oceania Steamship Company of Japan, announced that his company probably would make New Orleans the terminus of a fleet of three or more 12,000 ton steamers as soon as the Panama Canal is opened for commerce.

"I have been very deeply impressed with your admirable harbor facilities," Mr. Oata said. "I find New Orleans with one of the best equipped and largest harbors in the world. I can only compare it with Hamburg."

The Oceania line now operates to the Pacific coast. It handles a large volume of tea, silk and other products from Japan and carries cotton and general merchandise to the Orient. With the opening of the canal and the establishment of a service into New Orleans, Mr. Oata said, not only would the business of the company be greatly augmented, but there would be a large increase in New Orleans exports and imports. In connection with this trip, Mr. Oata has been inquiring into railroad transportation and rates, and the outlook for eastbound traffic from the gulf.

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Chinese Governmental steamship ALI, Union ceased work because of the refusal by employers of demands for set conditions and higher pay.

Steamship Company at Shanghai had arrived there and had on board the stolen goods. It is reported that the Japanese authorities will open negotiations with the Chinese government.

One Cause of New Zealand Strike

This strike, which has now become general throughout New Zealand which delayed the Canadian Australian Liner Makura, arose over a dispute with some 18 shipwrights at Wellington in connection with a demand by them for higher pay.

Members of the Waterside Workers Federation of Labor.

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